

AGENDA
FREMONT REDEVELOPMENT AGENCY REGULAR MEETING
JULY 27, 2010
7:00 P.M.

- 1. CALL TO ORDER**
- 2. CONSENT CALENDAR**

Items on the Consent Calendar are considered to be routine by the Redevelopment Agency and will be enacted by one motion and one vote. There will be no separate discussion of these items unless an Agency Member or citizen so requests, in which event the item will be removed from the Consent Calendar and considered in its normal sequence on the agenda. Additionally, other items without a "Request to Address the Redevelopment Agency Board" card in opposition may be added to the consent calendar. (In the report section of the agenda, consent items are indicated by an asterisk.)

2.1 *Approval of Minutes – None.*

2.2 ***AUTHORIZATION TO AMEND THE VOLUNTARY CLEANUP AGREEMENT WITH THE DEPARTMENT OF TOXIC SUBSTANCES CONTROL (DTSC) FOR COSTS ASSOCIATED WITH OVERSIGHT OF NILES PHASE 2 ENVIRONMENTAL REMEDIATION EFFORTS***

Authorization for the Executive Director to Execute such Documents as Necessary to Amend the Voluntary Cleanup Agreement between the Redevelopment Agency and the Department of Toxic Substances Control (DTSC) to Pay for Oversight Costs Associated with Phase 2 Environmental Remediation at the former Union Pacific Site Located at 37482, 37592, and 37862 Niles Boulevard

Contact Person:

Name:	Josh Huber	Elisa Tierney
Title:	Project Manager	Director
Dept.:	Redevelopment Agency	Redevelopment Agency
Phone:	510-494-4513	510-494-4501
E-Mail:	jhuber@fremont.gov	etierney@fremont.gov

RECOMMENDATION: *Authorize the Executive Director or his designee to execute such documents as necessary to amend the Environmental Oversight Agreement to enable the Agency to compensate DTSC for eligible costs associated with Phase 2 environmental remediation of the former Union Pacific site at a cost not to exceed \$59,585.*

2.3 **AMENDMENT TO SERVICE AGREEMENT WITH NILES ESSANAY SILENT FILM MUSEUM FOR CONTINUATION OF NILES GOLDEN SPIKE PROJECT**

Authorization of Executive Director or his Designee to Execute an Amendment to the Service Agreement between the Redevelopment Agency and the Niles Essanay Silent Film Museum for the Continuation of the Niles Golden Spike Project to Promote and Revitalize the Niles Business District

Contact Person:

<i>Name:</i>	<i>Josh Huber</i>	<i>Elisa Tierney</i>
<i>Title:</i>	<i>Project Manager</i>	<i>Director</i>
<i>Dept.:</i>	<i>Redevelopment Agency</i>	<i>Redevelopment Agency</i>
<i>Phone:</i>	<i>510-494-4513</i>	<i>510-494-4501</i>
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RECOMMENDATION: Authorize the Executive Director or his designee to execute an amendment to the existing service agreement, in the amount of \$142,750, between the Redevelopment Agency and Niles Essanay Silent Film Museum in order to continue the operation of the Niles Golden Spike program and promotion and economic revitalization of the Niles business district.

2.4 **AUTHORIZATION FOR CONSENT TO PLACEMENT OF AUTO MALL SIGN**

Authorize Agency Executive Director or designee to Execute Caltrans Consent Form Required for Placement of Auto Mall Pylon Sign in Conjunction with Application for Conditional Use Permit (PLN2010-00260)

Contact Person:

<i>Name:</i>	<i>Angela Tsui</i>	<i>Elisa Tierney</i>
<i>Title:</i>	<i>Coordinator</i>	<i>Director</i>
<i>Dept.:</i>	<i>Economic Development</i>	<i>Redevelopment Agency</i>
<i>Phone:</i>	<i>510-284-4023</i>	<i>510-494-4501</i>
<i>E-Mail:</i>	<i>atsui@fremont.gov</i>	<i>etierney@fremont.gov</i>

RECOMMENDATION: Authorize the Agency Executive Director or designee to execute the Caltrans consent form required for placement of the Auto Mall pylon sign in conjunction with Conditional Use Permit (PLN2010-00260) as shown on Exhibit "A."

3. PUBLIC COMMUNICATIONS

3.1 Oral and Written Communications

4. PUBLIC HEARINGS – None.

5. OTHER BUSINESS

5.1 Report Out from Closed Session of Any Final Action

5.2 CENTERVILLE FRAMEWORK PLAN

City Council and Agency Board Consideration of Key Components of the Framework Plan: Proposed Concept for Improvements to Fremont Boulevard, Urban Design Guidelines and an Approach to Public Parking Policy, and Direction on a Series of Questions

Contact Person:

Name:	Josh Huber	Elisa Tierney
Title:	Project Manager	Director
Dept.:	Redevelopment Agency	Redevelopment Agency
Phone:	510-494-4513	510-494-4501
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RECOMMENDATIONS:

City Council and Agency Board:

- 1) Provide direction to staff regarding shared parking on selected sites, and if appropriate, direct staff to return with more detailed information on the feasibility of creating shared parking; and
- 2) Review the list of proposed projects, timing and funding, and confirm project priorities.

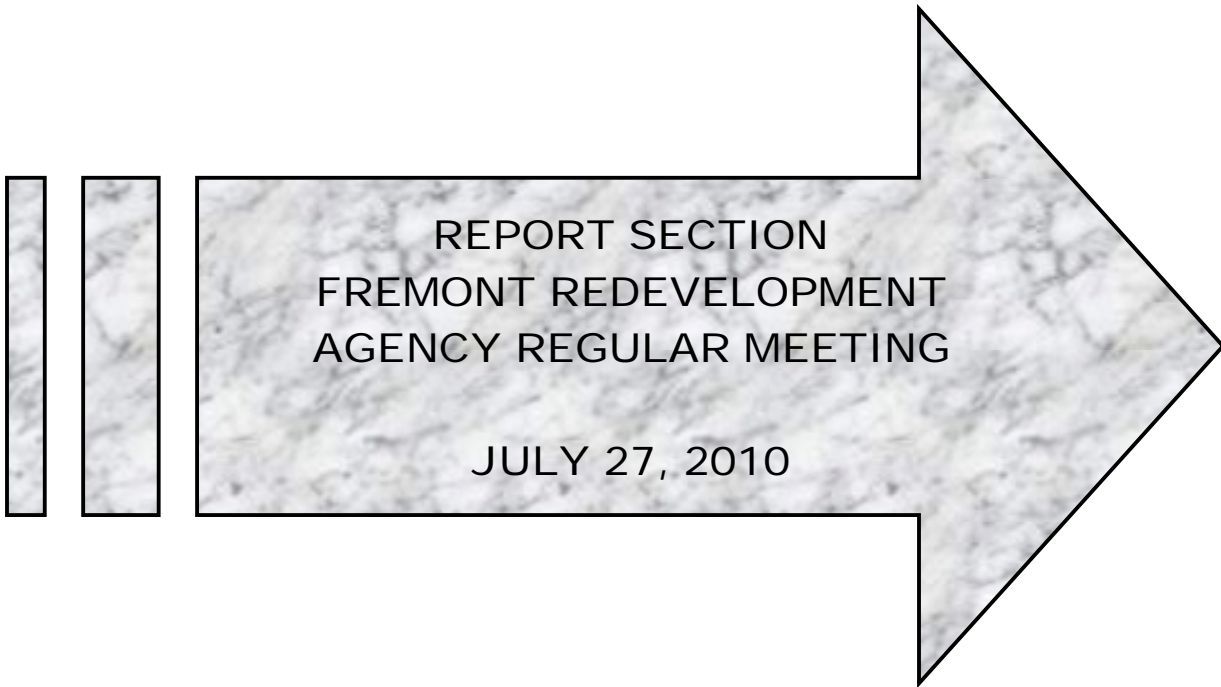
City Council:

- 1) Grant conceptual approval of proposed urban design guidelines; and
- 2) Provide direction on a list of nine yes/no questions regarding proposed development in Centerville.

Agency Board:

- 1) Grant conceptual approval of proposed Fremont Boulevard improvements.

6. ADJOURNMENT



***2.2 AUTHORIZATION TO AMEND THE VOLUNTARY CLEANUP AGREEMENT WITH THE DEPARTMENT OF TOXIC SUBSTANCES CONTROL (DTSC) FOR COSTS ASSOCIATED WITH OVERSIGHT OF NILES PHASE 2 ENVIRONMENTAL REMEDIATION EFFORTS**

Authorization for the Executive Director to Execute such Documents as Necessary to Amend the Voluntary Cleanup Agreement between the Redevelopment Agency and the Department of Toxic Substances Control (DTSC) to Pay for Oversight Costs Associated with Phase 2 Environmental Remediation at the former Union Pacific Site Located at 37482, 37592, and 37862 Niles Boulevard

Contact Person:

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Title:	Project Manager	Director
Dept.:	Redevelopment Agency	Redevelopment Agency
Phone:	510-494-4513	510-494-4501
E-Mail:	jhuber@fremont.gov	etierney@fremont.gov

Executive Summary: Staff requests that the Agency Board authorize the Executive Director to execute such documents as necessary to amend the Environmental Oversight Agreement between the Redevelopment Agency and the Department of Toxic Substances Control (DTSC) to pay for DTSC staff review and oversight costs associated with Phase 2 environmental remediation at the former Union Pacific site located at 37482, 37592, and 37862 Niles Boulevard. Funds set aside by the Agency pursuant to the initial Voluntary Cleanup Agreement and Amendment 1 of the Agreement are near depletion. Additional funding will be needed to cover DTSC oversight costs during the Phase 2 remediation project. Consequently, staff requests the Agency Board authorize the Executive Director to execute such documents as necessary to amend the Environmental Oversight Agreement to enable the Agency to compensate DTSC for eligible review and oversight costs associated with Phase 2 environmental remediation of the former Union Pacific site.

BACKGROUND: In 2003, DTSC, a State agency, and the Fremont Redevelopment Agency entered into an Environmental Oversight Agreement pursuant to Health and Safety Code section 25300 et seq., to designate DTSC to oversee the investigation, characterization and remediation of hazardous substances found at the former Union Pacific site, comprised of the former Union Pacific railroad property and the two adjacent public parking lots, located at 37482, 37592, and 37862 Niles Boulevard. At that time, the remediation work was anticipated to be completed in one phase. Based on DTSC's original estimated scope of work and fees, the Agency had initially set aside \$21,538 to pay for oversight costs. In 2005, the Environmental Oversight Agreement was amended via Amendment 1 to include an additional \$58,059 to cover adjusted work scope and anticipated fees. In 2006, Amendment 2 of the Environmental Oversight Agreement was executed to authorize changes to the agreement's language. This amendment did not modify DTSC's work scope or fees.

In order to expedite construction of the Niles Town Plaza, the remediation work was split into two phases, requiring two rounds of DTSC project approvals. This reordering of work increased the costs of DTSC oversight beyond those estimated in 2003. Phase 1 of the remediation work and construction of the Niles Town Plaza are now complete. On June 15, 2010, the City Council awarded a contract to

Pacific States Environmental Contractors, Inc., to perform the second phase of soil remediation work on the remainder of the former Union Pacific site. This requested action would fund DTSC oversight of second phase work.

DISCUSSION/ANALYSIS: Of the \$79,597 (\$21,538 through the initial Environmental Oversight Agreement plus \$58,059 through Amendment 1 of the Environmental Oversight Agreement) set aside and appropriated by the Agency to reimburse DTSC for eligible review and oversight costs, only \$3,924 remains unspent. The Agency has agreed to compensate DTSC, the lead regulating agency, for its oversight efforts during voluntary cleanup efforts at the Niles site. Consequently, staff requests the Agency Board authorize the Executive Director to execute such documents as necessary to amend the Environmental Oversight Agreement to enable the Agency to compensate DTSC in an amount not to exceed \$59,585 for eligible costs associated with Phase 2 environmental remediation of the former Union Pacific site.

FISCAL IMPACT: The fiscal impact of this action will not exceed \$59,585. Sufficient Redevelopment Agency funding is available in PWC 8700.

ENVIRONMENTAL REVIEW: A negative declaration was approved by City Council on June 15, 2010 for this project.

ENCLOSURE: None

RECOMMENDATION: Authorize the Executive Director or his designee to execute such documents as necessary to amend the Environmental Oversight Agreement to enable the Agency to compensate DTSC for eligible costs associated with Phase 2 environmental remediation of the former Union Pacific site at a cost not to exceed \$59,585.

***2.3 AMENDMENT TO SERVICE AGREEMENT WITH NILES ESSANAY SILENT FILM MUSEUM FOR CONTINUATION OF NILES GOLDEN SPIKE PROJECT**

Authorization of Executive Director or his Designee to Execute an Amendment to the Service Agreement between the Redevelopment Agency and the Niles Essanay Silent Film Museum for the Continuation of the Niles Golden Spike Project to Promote and Revitalize the Niles Business District

Contact Person:

Name:	Josh Huber	Elisa Tierney
Title:	Project Manager	Director
Dept.:	Redevelopment Agency	Redevelopment Agency
Phone:	510-494-4513	510-494-4501
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Executive Summary: Staff requests Redevelopment Agency Board authorization for the Executive Director or his designee to execute an amendment to the service agreement, in the amount of \$142,750, between the Agency and Niles Essanay Silent Film Museum (Essanay) for the continuance of the Niles Golden Spike program and related economic development and promotional activities for the 2010/11 fiscal year. Approval of the previous service agreement and two previous amendments to that agreement brought the original total contract amount to \$249,300. On July 22, 2008, the Agency Board approved a service agreement for \$143,560, which funded the program for the 2008/09 fiscal year. On July 7, 2009, the Agency Board authorized execution of an amendment to that Service Agreement in the amount of \$137,125 for continuation of the Golden Spike program for the 2009/10 fiscal year, bringing the total contract amount to \$280,685. This action would increase the current service agreement to \$423,435 and the total cumulative Agency expenditure on this program since inception of \$672,735.

The Agency entered into the original Agreement with Essanay in November 2005, a few months prior to the resumption of the operation of the Niles Canyon Railway, a weekend excursion train between Sunol and Niles, which afforded the opportunity to bring train passengers safely into the Niles business district (i.e., Golden Spike program) and enhance the district's visibility and economic vitality. Essanay's coordination of moving train passengers into Niles' business district, via shuttle bus service and on foot, and its promotion of the area have proven successful. This amendment to the service agreement is needed to ensure the continuance of the Golden Spike program.

BACKGROUND: On November 18, 2005, the Redevelopment Agency entered into a service agreement in the amount of \$55,000 with the Niles Essanay Silent Film Museum (Essanay), a Niles-based non-profit organization whose principal purposes are the preservation and exhibition of silent era films, many of which were filmed in Niles and produced by Essanay Studios, which was based in Niles from 1912-1916. In addition to its historic film orientation, Essanay has in recent years become one of the key entities attracting people to and promoting the Niles business district. Moreover, Essanay's location on Niles Boulevard, between G and H Streets, places it at the center of the Niles Redevelopment Project Area, enabling the museum/theater to act as base for the area's commercial events.

DISCUSSION/ ANALYSIS: The shuttle service provided by the Golden Spike program provides a means to bring potential shoppers from the train stop past the overpass and into downtown Niles. This increases pedestrian traffic and economic activity that would otherwise be prevented by accessibility problems. It therefore leads directly to economic development that would not occur in the absence of the program, reinforcing other economic development initiatives of the City and local business owners. On July 7, 2009, the Agency Board approved a service agreement to fund a feasibility study of options for the construction of a permanent pedestrian crossing facility. The construction of such a facility will eliminate the need for continued Agency funding of the Golden Spike program.

FISCAL IMPACT: The fiscal impact to the Agency by this action is \$142,750. Funding for the proposed contract amendment is available in the Niles Commercial Revitalization & Transit Enhancement Program (951RDA3109).

ENVIRONMENTAL REVIEW: This Agency action and program are consistent with the scope of the project described in the 2010 certified Fremont Merged Redevelopment Project Area Plan Amendment EIR. No additional environmental review is required.

ENCLOSURE: None

RECOMMENDATION: Authorize the Executive Director or his designee to execute an amendment to the existing service agreement, in the amount of \$142,750, between the Redevelopment Agency and Niles Essanay Silent Film Museum in order to continue the operation of the Niles Golden Spike program and promotion and economic revitalization of the Niles business district.

***2.4 AUTHORIZATION FOR CONSENT TO PLACEMENT OF AUTO MALL SIGN**
Authorize Agency Executive Director or designee to Execute Caltrans Consent Form
Required for Placement of Auto Mall Pylon Sign in Conjunction with Application for
Conditional Use Permit (PLN2010-00260)

Contact Person:

Name:	Angela Tsui	Elisa Tierney
Title:	Coordinator	Director
Dept.:	Economic Development	Redevelopment Agency
Phone:	510-284-4023	510-494-4501
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Executive Summary: The applicant, Fremont Auto Mall Association, has received approval of a Conditional Use Permit (PLN2010-00260) to allow one freeway-oriented sign in the industrial area portion of the Fremont Merged Redevelopment Project Area. The sign will replace the existing Auto Mall pylon sign located west of I-880 between the Auto Mall Parkway and Fremont Boulevard (south) freeway exits. The State of California Department of Transportation (Caltrans) requires the Redevelopment Agency to consent to placement of a sign within the boundaries of a redevelopment project area.

BACKGROUND: On July 13, 2010, City Council approved a Conditional Use Permit (PLN2010-00260) to allow the Fremont Auto Mall to update its existing pylon sign. In order for construction to begin the State of California Department of Transportation requires the Redevelopment Agency to consent to placement of the sign within the redevelopment project area. An authorized agency of the Redevelopment Agency must sign form ODA-0050 (REV. 06/2008) to document the Agency's consent.

PROJECT DESCRIPTION: The project is to replace the existing Auto Mall pylon sign located west of I-880 between the Auto Mall Parkway and Fremont Boulevard (south) freeway exits. The pylon sign will be seventy feet high and a maximum thirty feet wide and located within approximately ten feet of the existing sign location. The sign design appears as vertical panels angled at the top with the screen located at the upper portion of the sign. The sign will be double sided and include the names of the auto dealers as illuminated fixed copy on routed aluminum panels. Above the screen, near the top of the sign, would be internally illuminated channel letters stating the website of the Fremont Auto Mall.

DISCUSSION/ANALYSIS: The sign will be an on-site sign for the Industrial Portion of the Fremont Merged Redevelopment Project Area and would replace the existing outdated Auto Mall sign.

FISCAL IMPACT: None

ENVIRONMENTAL REVIEW: The proposed project is exempt from the California Environmental Quality Act (CEQA) pursuant to Guideline 15302, Replacement or Reconstruction. The approved freeway-oriented sign is located on the same site as the existing electronic message sign and has substantially the same purpose as the sign it will replace.

ENCLOSURE: [Exhibit “A” “State of California Department of Transportation Form ODA-0050 \(REV. 06/2008\)”](#)

RECOMMENDATION: Authorize the Agency Executive Director or designee to execute the Caltrans consent form required for placement of the Auto Mall pylon sign in conjunction with Conditional Use Permit (PLN2010-00260) as shown on Exhibit “A.”

5.1 Report Out from Closed Session of Any Final Action

5.2 CENTERVILLE FRAMEWORK PLAN

City Council and Agency Board Consideration of Key Components of the Framework Plan: Proposed Concept for Improvements to Fremont Boulevard, Urban Design Guidelines and an Approach to Public Parking Policy, and Direction on a Series of Questions

Contact Person:

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Executive Summary: This item appears on both the City Council and Agency Board agendas and the two staff reports for these items are identical. The City Council has held two work sessions regarding the Centerville Framework Plan, a guide for future development opportunities in and around Fremont Boulevard from Thornton Avenue to Central Avenue. At these work sessions, it was articulated that the Framework Plan would provide a vision for future development, parking strategies, multi-modal improvements to Fremont Boulevard, design guidelines, and methods for implementation. During the last meeting at which the Framework Plan was discussed, the City Council directed staff to return with a recommended option for Fremont Boulevard improvements, to proceed with the process to decommission Fremont Boulevard as a State Highway, and to clarify questions for the City Council to answer in order for staff to move forward with implementation. Tonight, staff will present a conceptual design of the recommended option for improvements to Fremont Boulevard, including a realignment of traffic lanes and streetscape improvements, as well as a proposed approach to public parking, a mechanism to enforce design guidelines proposed by previous planning studies, and a list of yes/ no questions designed to elicit clear direction to staff regarding the Council's collective preferences on several issues raised in previous discussions on Centerville's future. Staff recommends that the City Council and Agency Board:

- 1) Provide direction to staff regarding shared parking on selected sites, and if appropriate, direct staff to return with more detailed information on the feasibility of creating shared parking; and
- 2) Review the list of proposed projects, timing and funding, and confirm project priorities.

Staff also recommends that the City Council:

- 1) Grant conceptual approval of proposed urban design guidelines; and
- 2) Provide direction on a list of nine yes/no questions regarding proposed development in Centerville;

Staff also recommends that the Agency Board: 1) Grant conceptual approval of proposed Fremont Boulevard improvements.

BACKGROUND: In the summer of 2009, as the Council was actively considering redevelopment efforts on the Centerville Unified Site and Center Theater, questions arose regarding the interrelationship of projects in Centerville and their compatibility with each other and the overall vision for the rejuvenation of the Centerville District. The City Council directed staff to undertake a plan to

clearly analyze the overall redevelopment program for the area. Staff commissioned the consulting firm of Field Paoli to study the impact of existing conditions along Fremont Boulevard on proposals for future development and the affects of new development on traffic, urban design, and public parking. The Centerville Framework Plan is the result of that analysis. An early version was presented to and discussed by the City Council at a work session on November 17, 2009. At a second work session on May 18th, 2010, the City Council provided wide ranging feedback on a number of issues raised by Plan implementation. At the end of the meeting, staff was directed to return to the City Council with an agenda item at a regular meeting containing specific proposals and a series of “yes/no” questions in order to provide the City Council and Agency Board with the opportunity to develop clear direction to staff on preferred next steps for Plan implementation.

DISCUSSION/ANALYSIS:

Fremont Boulevard Improvements

Improvements to Fremont Boulevard are the most feasible tool to make a substantial positive impact on the Centerville commercial corridor in the short term. These improvements require no private investment since they can be funded with existing City and Agency resources and street improvements often facilitate private development. The stretch of Fremont Boulevard between Thornton Avenue and Central Avenue is a critical component of Centerville. At the request of the City Council, a preferred lane reconfiguration design and associated streetscape improvements for Fremont Boulevard was developed. Public investment in streetscape improvements and lane reconfigurations to make the street more pedestrian- and bicycle-friendly has the potential to significantly transform the character of the street and thus the future of the district. Staff is recommending, and Field Paoli will present, a preferred configuration of Fremont Boulevard that incorporates the recommended design options.

The preferred changes to Fremont Boulevard in Centerville recommended for implementation over the next three years include:

- Adding bicycling amenities such as continuous 5' bicycle lanes in both directions as well as locations for bicycle parking racks;
- Enhancing pedestrian amenities with sidewalk widening (as part of future development) and the addition of mid-block crosswalks and bulb-outs to provide safer connections across Fremont Boulevard, encourage pedestrian activity on both sides of the street, and minimize walking distances at the bulb-outs;
- Maintaining two lanes of travel in each direction;
- Providing outside travel lanes wide enough to enable future Bus Rapid Transit (BRT)
- Providing on-street parallel parking on at least one side of the street, and on both sides of the street where feasible;
- Preserving existing street trees where feasible; and
- Including a median that can be enhanced with landscape and hardscape treatments or public art, and that also allows for left turns into major driveways.

There are some trade-offs that were considered in developing the preferred plan:

- Not all driveways would remain as accessible as in the existing condition;
- Medians might limit future driveway placement;
- Additional capital costs of including irrigation for landscaping in medians;
- Additional capital costs associated with demolition of concrete under the site of the proposed median, which is unusually thick and will increase the cost of the improvements;

- Proposed U-turns eliminate some curb bulb-outs (U-turns are limited to Thornton Avenue, Peralta Boulevard, and Central Avenues);
- Additional landscaping increases the burden on overtaxed maintenance resources and traffic control would be needed for maintenance, further increasing maintenance costs; and
- Width of lane for future transit squeezes the dimensions of other lanes and medians within the street right-of-way, complicating future design for public transit options.

The recommended addition of the median, where feasible, deserves special attention. Staff is recommending a median because it will significantly change the character of the street in a way that re-striping and bulb-outs do not. Medians can be an asset to pedestrians because they provide a refuge for people crossing the street and also narrow travel lanes, which slows traffic. Medians also provide a place for landscaping, public art, signage and other district place-making features. For these reasons, staff recommends including a median in the design where feasible.

Urban Design

At the request of the Council, staff has compiled the current urban design guidelines from various City documents into a single document. The urban design guidelines draw from the draft General Plan Community Character element, Centerville Specific Plan, and Envision Fremont Boulevard Report, as well as additional guidelines proposed in the Centerville Framework Plan. The four documents inform and shape future development on a range of topics. Staff proposes to hire a consultant to perform urban design review of new developments in the study area, using the urban design guidelines as a tool to achieve desirable outcomes. The proposed document is enclosed with this staff report. Staff requests that the City Council and Agency Board conceptually approve the proposed urban design guidelines.

Parking Policy Approach

Staff recognizes that the availability of public parking will become more of an issue as the commercial core of Centerville is rejuvenated and becomes an active, attractive, and sought-after shopping district. In this scenario, the provision of public parking is an essential component for the successful redevelopment of the Fremont Boulevard corridor and public action will likely be necessary to provide a sufficient supply of parking. Staff continues to explore a range of options with which to approach the issue of parking, from encouraging existing property owners to voluntarily share existing parking to providing public parking through an Agency-sponsored capital project involving land acquisition and construction of parking improvements.

Since the demand for parking will increase over time as the area is redeveloped, resolution of the future parking demand will require a phased approach. Initially, the approach might include providing additional parking along Fremont Boulevard and meeting with property owners to determine the viability of a short-term sharing mechanism. Eventually, it is anticipated that a centrally located parking structure might be necessary if demand continues to grow. Given its central location, staff has identified the block of Fremont Boulevard between Peralta Boulevard and Parish Avenue as the preferred location for shared public parking. At this point, staff is requesting that Council: 1) provide direction to staff regarding the location of future shared parking, specifically on the block of Fremont Boulevard stretching from Peralta to Parish; 2) once a preferred location has been identified, direct staff to begin discussions with existing private property owners on these blocks about parking options; 3) as part of the City's CIP process commencing this year, identify costs, timing and funding sources – most likely the Agency – and return to the Council and Agency Board at a later date with a detailed plan of action for

district-wide parking. It should be understood that any City/Agency involvement in the supply of long-term public parking will likely require a significant additional investment of Agency resources. As an incentive for property owners to reach an interim agreement, the Agency would commit to striping on-street parking in the area which could count towards the supply available for use by the public.

City and Agency Resources

With Agency Board approval, staff anticipates Agency expenditures of approximately \$28 million will be required over the next three years to implement the recommended actions under the plan, including decommissioning of State Route 84, design and construction of the proposed lane reconfiguration and streetscape improvements to Fremont Boulevard, and work to negotiate shared parking arrangements. It also includes anticipated funding for the Centerville Unified site and Center Theater.

Proposed Expenditures Forecast				
<i>Proposed Items</i>	FY 2010/11	FY 2011/12	FY 2012/13	Totals
Fremont Blvd Improvements (on a portion of Fremont Blvd that is not included in Route 84)	\$400,000	\$300,000		\$700,000
De-commissioning work with Caltrans	\$500,000			\$500,000
Fremont Blvd Improvements (on a portion of Fremont Blvd that is included in Route 84)		\$1,000,000	\$2,000,000	\$ 3,000,000
Centerville Unified Site (developer assistance)	\$250,000		\$11,000,000	\$11,250,000
Striping/Bike Lane Improvements	\$100,000			\$100,000
Center Theatre (including the acquisition and renovation of the Center Theater)	\$2,500,000		\$10,000,000	\$12,500,000
Total	\$3,750,000	\$1,300,000	\$23,000,000	\$28,050,000

Given the current workload levels, staff in the Community Development (specifically, Engineering and Planning) and Transportation & Operations Departments believe sufficient staffing resources will be available to support these activities assuming that no further staffing cutbacks due to budget challenges are necessary. If further staffing cutbacks are necessary, the Agency could still pursue the same work plan using outsourced consultant services.

Questions to guide implementation:

1. Begin negotiations with Caltrans to decommission SR 84? Yes / No
2. Begin process to declare former Fire Station 6 surplus property? Yes/No
3. Facilitate renovation of the Center Theater? Yes/ No
4. Seek to acquire the Bank of Italy Building and reconfigure in order to improve Bill Ball Plaza?
Yes / No

5. Improve the plazas adjacent to the train tracks? Yes / No
6. Acquire key sites at 'gateway' sites on Fremont Boulevard in order to facilitate public/ private redevelopment projects? Yes / No
7. Improve circulation through new vehicular connections? Pedestrian connections?
 - a. Maple to Fremont Boulevard Yes / No
 - b. Post to Fremont Boulevard Yes / No
 - c. Jason Way through to Peralta Boulevard Yes / No
 - d. Church Street to parking behind shops on the Center Theater block Yes / No
8. Improve the gateways to the district with art and/or signage projects that strengthen the identity of Centerville? Yes / No
9. Begin work on portion of Fremont Boulevard not controlled by Caltrans prior to decommissioning of State Route 84? Yes / No

FISCAL IMPACT: There is no fiscal impact to any action authorized by this item. The fiscal impacts of individual projects will be assessed and authorized through future City Council and/or Agency Board actions.

ENVIRONMENTAL REVIEW: The current action does not authorize any project nor does it constitute a project under CEQA. Therefore no environmental review is required at this time. Conceptually approved Framework Plan components are proposed to be evaluated as part of the General Plan EIR and incorporated into the Community Plans Chapter of the General Plan 2030.

ENCLOSURE: [Proposed Urban Design Guidelines](#)

RECOMMENDATIONS:

City Council and Agency Board:

- 1) Provide direction to staff regarding shared parking on selected sites, and if appropriate, direct staff to return with more detailed information on the feasibility of creating shared parking; and
- 2) Review the list of proposed projects, timing and funding, and confirm project priorities.

City Council:

- 1) Grant conceptual approval of proposed urban design guidelines; and
- 2) Provide direction on a list of nine yes/no questions regarding proposed development in Centerville.

Agency Board:

- 1) Grant conceptual approval of proposed Fremont Boulevard improvements